BY ORDER OF THE COMMANDER *AFSOC INSTRUCTION 11-203, VOLUME 3*
AIR FORCE SPECIAL OPERATIONS COMMAND *15 APRIL 1999*

Flying Operations

MC-130P CONFIGURATION/MISSION PLANNING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Supersedes: AFSOCR 55-19 Vol 4, 1 November 1992
OPR: HQ AFSOC/DOVW (TSgt Henry T. Clark)
Certified by: HQ AFSOC/DOV (Col Joe E. Tyner)
Pages: 49
Distribution: F

This instruction implements AFPD 11-2, *Flight Rules and Procedures*. It establishes the basic configuration for MC-130P aircraft to meet mission requirements of AFSOC. It applies to all AFSOC units charged with configuring and operating MC-130P aircraft. It applies to US Air Force Reserve Command (AFRC) units and members when published in AFRCIND 2. This publication requires the collection, maintenance or dissemination of information protected by Privacy Act of 1974.

SUMMARY OF REVISIONS

This instruction provides operational configuration guidance formerly in AFSOCR 55-19. It also includes the following addition: An alternate method of computing fuel moment, paragraph 3.4.8 note and deletes Sample Form F.

Chapter 1

POLICY

1.1. General. This regulation establishes basic cargo compartment configuration, standard equipment and its location aboard the MC-130P aircraft. Those who use this instruction should bear in mind that an infinite number of variations are available and that the cargo compartment limitations listed here are the most typical to be encountered day to day. This instruction applies to all units charged with configuring and operating the MC-130P.

1.2. Responsibilities. Personnel engaged in planning operations must consider the most appropriate configuration that will satisfy mission requirements and permit the minimum variations and man hours involved. Units performing services on the MC-130P aircraft (e.g., maintenance, life support) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives.

1.3. Codes. Use the following codes when referring to MC-130P cargo compartment configuration. The letter code will be followed by the number which identifies the configuration capability.

Figure 1.1. Standard Configuration Codes

AE - Aeromedical Evacuation
C - Cargo
LP - PSYOPS
P - Passenger
RAPID - Infil/Exfil Equipment/Personnel
TAC - Tactical Airdrop Equipment
TAP - Tactical Airdrop Personnel

1.4. Deviations. The configuration codes of this regulation may require deviations for a specific mission. Each deviation must be carefully evaluated prior to mission operation to ensure maximum flight safety and compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the deviation, if necessary, to satisfy mission requirements. For example, a cargo mission may require additional equipment; e.g., Bulldog winch not in the C-cargo configuration. Indicate the mission directive configuration C (number as applicable), Bulldog cargo winch required.

1.5. Weight and Balance. Configuration and necessary equipment changes to conduct special operations missions affect the weight and balance of the aircraft. To standardize equipment and the location of the equipment, items shown in attachment 1. (Standard equipment) will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. Equipment listed in attachment 1. (additional equipment) will be added as necessary and entered on DD Form 365-4, **Weight and Balance Clearance Form F**, reference 5, 6, or 7. For simplicity the loadmaster will (when preparing the DD Form 365-4 Form F) enter the weight contained in the required figures for the applicable configuration. Adjustments will be made when the actual on board weight of the items varies from data shown.

NOTE: When configurations are accomplished at the Forward Operating Location (FOL) the loadmaster will add or subtract the listed weight/moment from the last entry in the Chart C (except for additional equipment listed in attachment 1. which will be changed in reference 5, 6 or 7 of the Form F). Loadmasters will annotate the new weight/moment in Block 1 of DD Form 365-4 and make a write-up in the AFTO Form 781A, **Maintenance Discrepancy and Work Document** of any equipment added or removed. The requirement by Quality Assurance (QA) to update the Chart C is not required. When the same configurations are accomplished at home station a QA update to the Chart C is required, exception, if QA is unavailable to update the Chart C then follow the FOL instructions to complete the mission. QA will then update the Chart C at the earliest opportunity.

1.6. Distribution. Commanders are responsible for bringing this publication to the attention of all affected personnel. At least one copy will be maintained in the unit operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be as follows:

1.6.1. Staff operations, all levels.

1.6.2. Aircrew standardization, all levels.

1.6.3. Command posts/operations.

1.6.4. Air terminal operations (under control of AFSOC)

1.6.4.1. Air terminal manager.

1.6.4.2. Air freight management.

1.6.4.3. Aerial Delivery Support Branch (ADSB)/Aerial Delivery Flight (ADF).

1.6.5. Aircraft maintenance squadrons.

1.6.6. Dash 21 Equipment sections.

1.6.7. Quality Assurance section.

1.6.8. Life Support sections.

1.6.9. One located in the supplemental weight and balance handbook binder on each aircraft.

1.6.10. AFSOC/AFSOD kits.

Figure 1.2. Required Volume by Aircraft

	VOL 1	VOL 2	VOL 3	VOL 4	VOL 5
MC-130E	X				
MC-130H		X			
MC-130P			X		
AC-130H				X	
AC-130U					X

1.7. Revisions. Most revisions will consist of insert changes. Some minor write in changes may be made, but these will be held to a minimum. Personnel at all echelons are encouraged to make recommendations to improve this regulation. Direct proposed changes to AFSOC/DOV on AF Form 847, **Recommendation for Change of Publication**.

1.8. Supplements. No subordinate unit will supplement this regulation that changes the basic policies, procedures, or formats prescribed herein. **EXCEPTION:** Wings/Groups/Squadrons may supplement attachments 1 and 2 for theater unique requirements.

Figure 1.3. References

T.O.1C-130(M)P-1	T.O.1C-130B-2-2	T.O.1C-130(H)H-2-2	T.O.1C-130(H)H-5
T.O.1C-130A-9	T.O.1C-130(H)H-21	T.O.1-1B-40	T.O.1C-1-71
T.O.00-20-5	T.O.1-1B-50	T.O.1C-130B-1	T.O.145-1-102
T.O.1C-130A-131	AFI 11-206	AFI 11-2MC-130	AFSOCI 11-301

1.9. Special Requirements. Although deviations to the basic configuration are authorized to meet special requirements, the following factors should be considered:

NOTE: Standard configuration for mobility purposes will be with the left Fuselage Tank installed to allow maximum space for support equipment and personnel. Two Fuselage Tanks will only be installed if specifically required for enroute air refueling support or at the deployment location.

1.9.1. Sidewall and wheel well seats should be installed/stowed on all missions unless otherwise depicted by this regulation. The one-man sidewall seats will not be used unless connected to a two-man seat.

1.9.2. The normal spacing for paratroopers is 24 inches; however, spacing is as the mission dictates. Aircraft without accommodations for 24 inch spacing will be configured in 20 inch spacing.

1.9.3. Pallet position six is limited to 4,759 lbs when rollers and ramp air deflectors are installed. With four roller conveyors removed and ramp air deflectors installed, a total of 4,919 lbs may be

carried. At no time will ramp weight exceed 5,000 lbs to include cargo weight, rollers, and ramp air deflectors.

1.9.4. Drawings in this volume are not precisely to scale with respect to actual aircraft locations.

1.9.5. See paragraph 2.2 and figure 2.1. for safety aisle requirements.

1.9.6. See figure A2.1. for center aisle seat equipment requirements.

1.10. Troop Life Preserver. For airdrop of personnel over or near bodies of water, the unit/service being airdropped will furnish the required number of life preservers.

Chapter 2

REFERENCE DATA

2.1. General. This chapter contains reference data to assist personnel in load planning.

2.2. Emergency Exits and Safety Aisles. Load aircraft in such a manner that the following emergency exits and safety aisles are available.

2.2.1. At least one cabin emergency exit is unobstructed.

2.2.2. At least one unobstructed emergency exit is available for each 20 passengers/troops. This does not restrict over water flights if the three overhead escape hatches are available for egress. Litters and seats erected across an emergency exit are not considered as an obstruction.

2.2.3. When passengers are being airlifted, an unobstructed aisle way will be maintained in the wheel well (pallet positions 3 & 4) and ramp area (pallet position 6) to provide access to emergency exits. In the wheel well area the aisle way will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor. Tiedown equipment (463L nets, straps, chains, and devices) shall not normally be considered an obstruction. The aisle way should normally be on the left side of the aircraft. If the aisle way is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Access to aft latrine facilities requires an 18 inch clear area on the forward left side of the cargo loaded on the ramp.

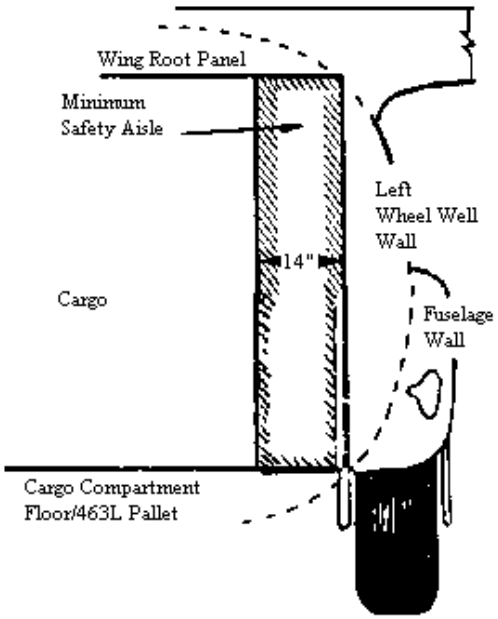
2.2.4. If the safety aisle way requirement in 2.2.3. cannot be achieved on missions carrying crew only or mission essential personnel authorized by operations order/plan or COMALF, then an aisle way will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge and the aircraft beginning no higher than 60 inches above the floor/pallet/platform.

2.2.5. During airdrop missions, loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists.

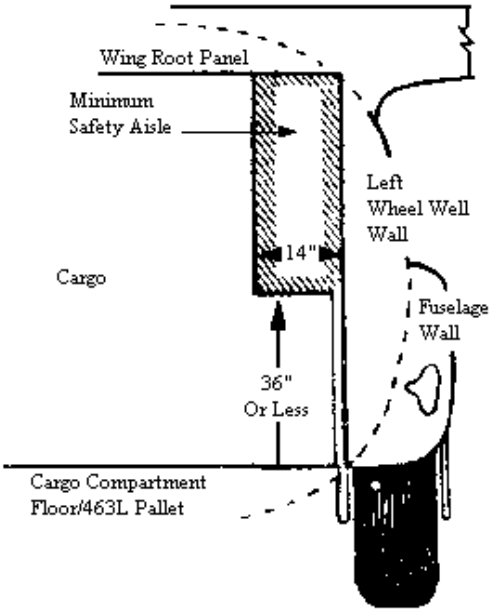
2.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. The aircraft commander will be the final authority for determining if safety aisles/access aft of cargo is adequate. Loads in section VI of T.O.1C-130A-9 are specific and do not require a waiver.

Figure 2.1. WHEEL WELL.SAFETY AISLE.

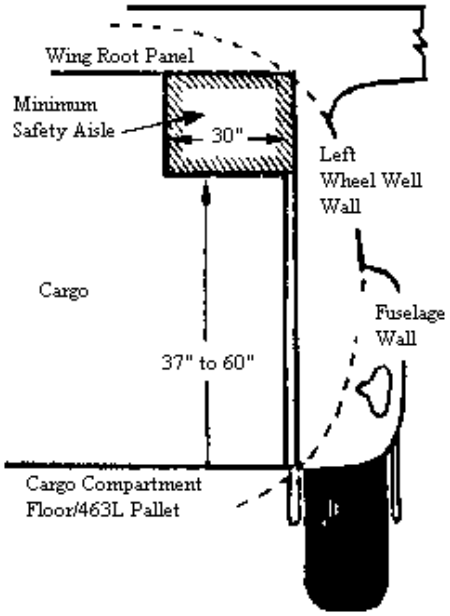
A. With Passengers:



B. Without Pasengers:



OR



Chapter 3

DD FORM 365-4 INSTRUCTIONS

3.1. Introduction. This attachment provides instructions for computation and completion of DD Form 365-4, Weight and Balance Clearance Form F. The Form F will be computed using simplified moments. All entries and signatures must be legible.

3.2. Load Planning. The cargo load must be planned so that the center of gravity of the loaded aircraft will be within the specified forward and aft limits for any given operating condition. Consideration must also be given to offload sequence, aircraft limitations, and emergency jettisoning.

3.3. General Instructions. These instructions apply to forms using simplified moments.

3.3.1. DD Form 365-4 heading. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of the aircraft and pilot's rank and last name.

3.3.2. Limitations column. Enter appropriate weight and C/G limits for the planned mission using the following wing criteria: The maximum gross weight and center of gravity limits specified in T.O.1C-130(M)P-1 will not be exceeded. Gross weight may also be limited by operating conditions; e.g., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate allowable cabin load (ACL) may be obtained.

3.3.2.1. Takeoff. Unless other restrictions are imposed, use 154,000 for C/MC-130 aircraft, and subtract the total aircraft weight (Reference 12).

NOTE: IAW T.O.1-1B-40, the C/MC-130 aircraft's allowable gross weight for takeoff is limited by maximum taxi gross weight. One thousand pounds is subtracted from the allowable gross weight for takeoff on all C/MC-130 weight and balance clearance forms and will not be required in the remarks block.

3.3.2.2. Landing. Unless other landing restrictions are imposed, use 155,000 for C/MC-130 aircraft, and subtract operating weight plus estimated landing fuel (References 9 and 23).

3.3.2.3. Limiting Wing Fuel. Computed IAW limiting wing fuel charts in this attachment or T.O.1C-130(M)P-1, section V, for takeoff and landing. The most restrictive weight will be used.

NOTE: The limiting wing fuel chart in this instruction is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area "C" of the flight manual limitation charts. Specific mission requirements exceeding area "C" limitations must be computed by the aircrew using the appropriate flight manual weight limitations chart.

3.3.2.4. Permissible C/G Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate T.O.1C-130(H)H-5. The permissible CG zero fuel weight blocks will be left blank.

3.3.3. Signature Block:

3.3.3.1. Computed by: signature, rank and organization.

3.3.3.2. Weight and Balance authority: N/A

3.3.3.3. Pilot: signature on original and duplicate.

3.4. Instructions for Moment Form F. Use applicable T.O.1C-130(H)H-5, Chart E.

3.4.1. Reference 1. Enter basic weight and moment from the last entry of the certified copy of the DD Form 365-3, **Weight and Balance Record, Chart C** in the aircraft weight and balance handbook.

3.4.2. Reference 2. Leave blank.

3.4.3. Reference 3. Enter the number of crewmembers, locations, weight and moment from crew/cargo compartment tables.

3.4.4. Reference 4. Enter crew baggage by location. Determine weight and moment.

3.4.5. Reference 5, 6, 7. Determine amount of equipment on board and location. Compute weight and moment.

3.4.6. Reference 8. Enter Chaff and Flare weight and moment as required.

3.4.7. Reference 9. Total of references 1 thru 8.

3.4.8. Reference 10. Enter total fuel weight and determine moments from the fuel moments chart.

NOTE: In remarks section, enter a breakdown of takeoff fuel weight and moment by tank, taken from individual tank readings to the nearest 100 pounds and applicable fuel moment chart. An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552 (do not use for fuselage tank fuel), in this instance only the total fuel weight and moment need be shown for takeoff and landing. Takeoff fuel is 1,000 pounds less than ramp fuel (500 pounds is subtracted from inboard and outboard tanks). This is the fuel used for engine start, taxi and engine run up. Refer to T.O. 1C-130(M)P-1 for more information on primary and secondary fuel management.

3.4.9. Reference 11. Leave blank.

3.4.10. Reference 12. Total of reference 9 and 10.

3.4.11. Reference 13. Distribution of allowable load (payload).

3.4.11.1. Enter weight of cargo, pallets, vehicles, rolling stock, floor loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded.

3.4.11.2. Enter number and weight of passengers, troops, litters using either a compartment centroid or designator or individual's weight by location centroid. Determine moment.

3.4.11.3. Enter weight of airdrop by location and determine moment.

NOTE: During engine running onloads or when planned ground times preclude use of procedures in 3.4.11.1, 3.4.11.2, 3.4.11.3, a combined load C/B may be used if a validated load plan is presented.

NOTE: During Engine Running Offload, DD Form 365-4 is not required for subsequent sortie if aircraft departs empty.

NOTE: The total weight of reference 13 shall not exceed the smallest allowable load determined by the limitation block allowable cabin load.

3.4.12. Reference 14. Compute Zero Fuel Weight and Zero Fuel Moment by combining reference 9 with reference 15. Zero Fuel percent of MAC enter N/A.

3.4.13. Reference 15. The total load weight and moment of reference 13 will be entered as a "subtotal".

3.4.14. Reference 16. Total of references 12 and 15.

3.4.15. Reference 17. Enter takeoff C/G in percent of MAC.

3.4.16. Reference 18. When applicable, enter corrections from computations in the correction block.

3.4.17. Reference 19. Total of references 16 and 18, as required.

3.4.18. Reference 20. Enter corrected C/G in percent of MAC, as required.

3.4.19. Reference 21. Enter Zero Fuel Weight and Moment.

3.4.20. Reference 22. If required, subtract airdrop load or changes in fuselage tank fuel weight and moment from reference 21 or changes in corrections column and enter as corrected Zero Fuel Weight and Moment on a blank line in reference 22.

3.4.21. Reference 23. Enter estimated landing fuel weight and moment, obtained by determining fuel in tanks for landing.

NOTE: Standard burn off:	**MC-130P**	**C-130E/H**
1. Climb out Cruise, 1st hour:	6,000 lbs	5,000 lbs
2. Altitude Cruise, per hour:	4,500 lbs	4,500 lbs
3. Low Level, per hour:	6,000 lbs	6,000 lbs

NOTE: In the remarks section enter a breakdown of landing fuel weight and moment by tank or use alternate method. (See paragraph 3.4.8. note).

3.4.22. Reference 24. Total of references 21 or 22 and 23.

3.4.23. Reference 25. Enter landing C/G in percent of MAC.

NOTE: Remarks section. In addition to takeoff/landing fuel breakdown, enter all Inflight Refueling (IFR), and Helicopter Air Refueling (A/R), and Fuel Burn off (FBO).

3.4.24. Load adjuster number block. Leave blank.

NOTE: If Fuselage tanks have any fuel it will be computed and shown in cargo compartment, block 13. Moment computation is at the tank's centroid. Fuselage tank fuel is considered cargo.

Chapter 4

V-BLADE KNIFE

4.1. General. V-blade knife with sheath assembly will be installed in MC-130P aircraft and entered as special equipment on DD Form 2202, **Aircraft Inventory**. This knife can be used in an emergency to release personnel and recovery lines such as parachute harnesses, shroud lines, survival vest webbing, etc. V-blade knife may also be used to cut release straps on container delivery system and ramp bundles.

4.1.1 Units will order sufficient V-blades and keys, crash rescue type, MA-1 knives: part No. 5367126 is listed in the 5110 stock catalog as 5110-524-6924 (local purchase). Upon receipt, units will:

4.1.2. Disassemble and spray each part of the knife separately with clear, acrylic plastic or other suitable preservative to prevent rusting and corrosion. Do not use Peralkatone. Reassemble knife, omitting the delta-shaped blade key.

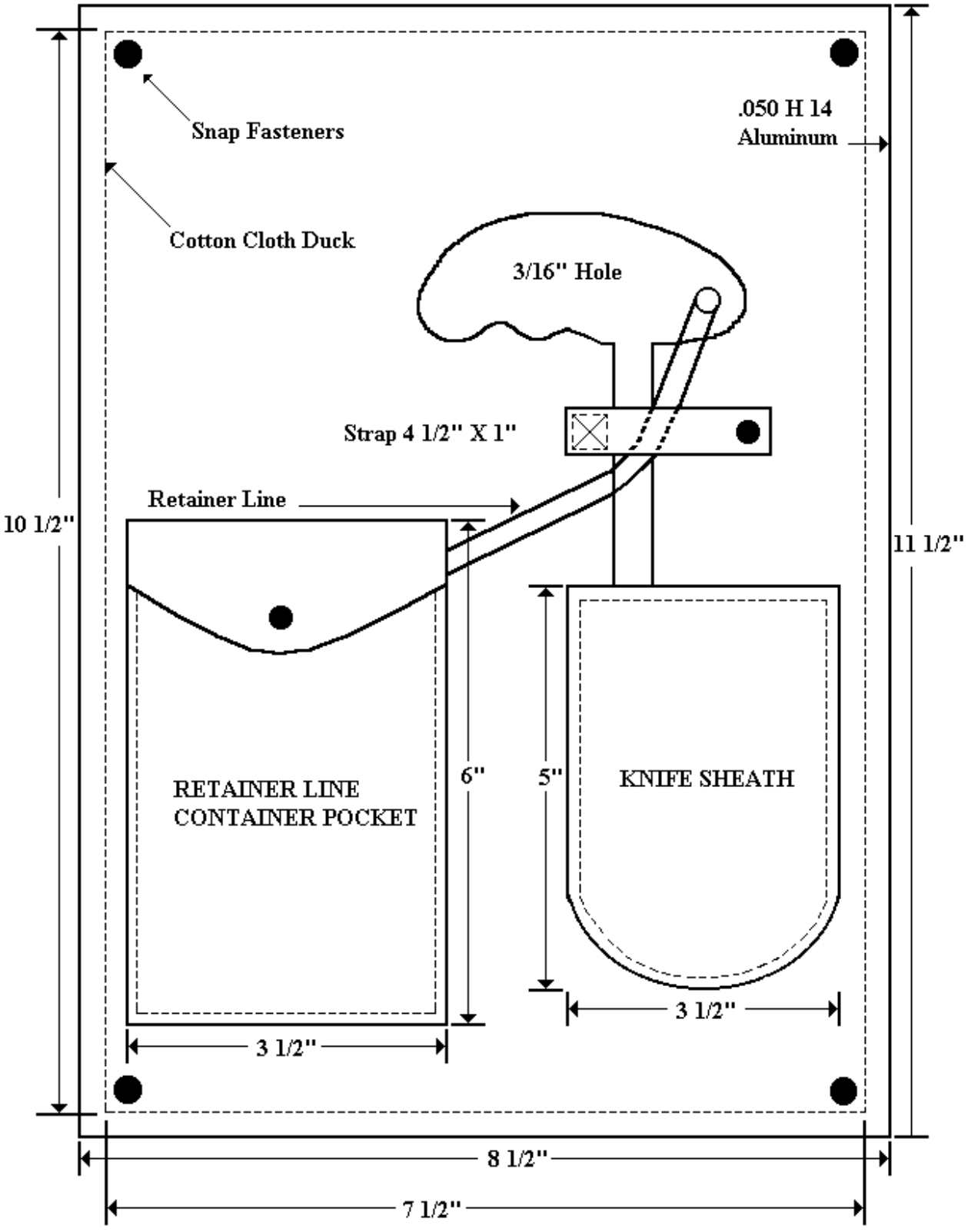
4.1.3. Locally manufacture sheath and plates per this Attachment. Install in the aircraft as indicated (fig 4.1). The entire sheath assembly will be constructed of canvas and will be covered with Duracote.

4.1.4. Drill a 3/16" hole in the center of the handle, directly above the center line of the shank.

4.1.5. Tie a 10 foot length of 550 Type III nylon cord to the knife through the drilled hole and secure the other end to the strap sewn into the stowage pocket of the sheath assembly. Fold the line, do not coil it. Bind the line with a rubber band for neat stowage and prevent tangling.

4.1.6. Care of the V-blade knife:

Figure 4.1. V-BLADE KNIFE & SHEATH ASSEMBLY.



4.1.7. The knife will be inspected for rust or corrosion during each preflight inspection. Rust and corrosion will be removed and all parts sprayed with plastic or other preservative as often as necessary.

STEPHEN R. CONNELLY, Col, USAF
Director, Operations

Attachment 1

CONSOLIDATED EQUIPMENT

A1.1. STANDARD EQUIPMENT

ITEM EQUIPMENT	QUANTITY	LOCATION
1. Aircraft Armor (less loadmaster seats and acrylic shields)	1 set	Installed IAW flight manual.
2. Air conditioning Plugs	2	Stowed as required when not installed.
3. Anchor cable center support brace	4	Stowed aft of right paratroop door.
4. Anchor cables	2	IAW T.O.1C-130A-9.
5. ATM air intake plug	2	Stowed as required when not installed.
6. Aramid Gloves	4	One pair above T.O. cabinet. One pair stowed in misc. box aft of right paratroop door.
7. Avfuels identiplate	1	Stowage in single point refueling door.
8. Axe, hand emergency	2	Installed IAW flight manual.
9. Cargo door down locks	2	Cargo door stowage bin #7.
10. Cargo compartment window covers	10	Stowed in pocket located near each window.
11. Chain, tiedown 10,000 lb	20	Stowed in containers aft of left paratroop doors, 12 at FS 755 and 22 at FS 781.
12. Crank, main landing gear and flap emergency	2	Stowed forward of each wheel well.

13. Crew rest facilities bunks w/mattress	2	IAW with flight manuel.
14. Device, tiedown 10,000 lb	20	Stowed on forward rack FS 245 and on bars At FS 760
15. Emergency escape hatch locking pins	8	Stowed as loose equipment
16. Emergency escape ladder (Rope)	1	Installed near overhead center escape hatch
17. Engine intake/exhaust covers	4 ea	Stowed as loose equipment.
18. Extinguisher, fire	4	Installed IAW flight manual
19. First aid kits	10	Two on flight deck, 8 in cargo compartment
20. Fluid, hydraulic cases	2	One case stowed in cargo net bin left side FS 830, one case Stowed as loose equipment.
21. Fluid, oil case	1	Stowed in cargo net bin right side FS 830.
22. Fuel tank drain tube (pogo stick)	1	Stowed in overhead bracket at FS 980.
23. Fuselage fuel tanks	2	Installed as required IAW flight manual.
24. Ground wires	2	Stowed as loose equipment.
25. GTC exhaust plug	1	Stowed as loose equipment.
26. Guard assy, ramp actuator	2	Stowed as loose equipment.
27. Interphone cords	15	2-6 ft. cords installed at Pilot & Copilot station, 10-15 ft. cords one each installed at flight engineers, navigators, flight instructors station , radio

		operators station, 2 aft of loadmasters station, and one fwd of each troop door. 2-50 ft. cords installed aft of each troop door. 1-75 ft. cord installed left side loadmaster station
28. Jack and tow fitting	2	Stowed in misc. stowage box.
29. Jack pads	1 set	Stowed BH FS 245 right side.
30. Lamp, ALDIS with lens kit	3	One at Nav station, one each just fwd of each paratroop door.
31. Latrine curtain	1	Stowed on curtain rod at toilet locations.
32. Life rafts	2	In wing well compartments.
33. Light, emergency exit	8	Adjacent to each emergency exit, IAW flight manual.
34. Liquid container emergency	10	Installed IAW flight manual.
35. Litter brackets	24	Stowed on sidewall litter stanchions
36. Litter straps w/brackets (sidewall)	6	Attached/stowed in respective container bags.

NOTE: All two gallon emergency water containers will be stored empty. If mission dictates containers will be sanitized and filled with water by support personnel. Annotate in 781K emergency water containers are full. After the mission sanitize and dry containers then reinstall.

37. Litter straps (center)	6	Attached/stowed in overhead bins.
38. Lock assy. Main landing gear	2	Misc. stowage box right side of paratroop door.
39. Locking device, paratroop doors	2	Stowed as required when not installed.

40. Maintenance ladder	1	Stowed as loose equipment.
41. Microphone, hand held	4	One each at pilot/copilot Side panels, one aft of left Paratroop door. One at left scanners station.
42. Oxygen bottle, walkaround witl harness	10	Install IAW Flight Manual
43. Oven	1	Galley FS 188
Coffee/water jugs	2	Galley FS 188
Hot cups	2	Galley FS 188
44. Paratroop jump platforms	2	Stowed above structural bars left and right at FS 747 when not installed.
45. Paratroop retrieval bar	1	Left side FS 620 (some airplanes)
46. Pitot covers	2	Stowed left sidewall aft of loadmaster seat.
47. Rope, emergency escape	3	Installed aft of each overhead escape hatch.
48. Safe	1	As required
49. Sextant	1	Stowed in case on forward side of BH 245.
50. Straps, tiedown 10,000 lb	10	Cargo door stowage bin #5
51. Straps, tiedown 5000 lb	40	Cargo door stowage bins #6
52. Sun visors	2	Stowed above pilot/copilot side windows.
53. Technical pubs	1set	Stow IAW local sup
54. Tiedown fixture, emergency, main landing gear	2	Stowed as required.

55. Troop seat, one-man/two-man with seat belts.	A/R	Installed IAW this AFSOCI
56. Truck loading ramps	2	Right side aft of troop door.
57. "V" blade knives	2	FS 680 left/right
58. Weapons storage box	1	As required
59. Wheel chocks	4	Stowed as required when not in use.
60. Wrench, emergency main landing gear	1	Stowed FS 437 left sidewall litter stanchion.
61. Winch, static line	1	FS 245 bulkhead

A1.2. ADDITIONAL EQUIPMENT

ITEM EQUIPMENT	QUANTITY	LOCATION
1. Airdrop kit (CDS, CRRC, and RAMZ)	A/R	As required.
2. Anti-exposure suit	* 6	As required
3. Auxiliary ground loading ramps (Gen. IV mod., extra set)	A/R	As required.
4. Blackout kit	1	Cargo door stowage bin #3.
5. Carabinas	1	Cargo door stowage bin #2.
6. Canary slide ramps	1 set	As required.
7. Catwalk	1 set	Installed as required.
8. Chains, 25,000 lb	2	As required
9. DC power cable (winch)	1	As required.
10. Devices, 25,000 lb	2	Cargo door stowage bin #4.

11. Emergency Escape Breathing Devices	* 4	As required
12. FARP equipment	A/R	As required.
13. Firefighter's smoke mask	* 4	Attached to Pilots & Copilots portable oxygen bottle harness, one attached to portable oxygen bottle harness located at FS 245 above plotters table left side and at FS 747 right side.
14. Flash blindness goggles	* 5	As required.
15. HALO (oxygen console)	A/R	As required.
16. HERT kit	1	As required.

NOTE: Ensure correct number of LPU's are on board to meet life raft capacity.

17. Life preserver unit		Stowed as loose equipment.
LPU-10/P or Adult/Child	* 40	
LPU-6/P	A/R	
MD-1 or Adult/Child	A/R	
MB-1, Ambulatory	A/R	
18. Litters	2	Left side fwd of wheel well.
19. LM drop kit	1	Cargo door stowage bin #2.
20. Lug all winch	1	Cargo door stowage bin #2.
21. LUU/4B flares	2	Sidewall storage racks.
22. MA-1 sea rescue kits	A/R	As required.
23. MBU-10/P quick don oxygen/smoke mask	* 5	Installed at each flight deck crew position.
24. Mission kit	1	Stowed as loose equipment.
25. MK 1 mod 2/AN-M59	12	Cargo door stowage bin #1.

26. MK 6 mod 3	1	Cargo door stowage bin #1.
27. MK 6 spacer	1	Cargo door stowage bin #1.
28. MK 25 mod 3	3	Cargo door stowage bin #1.
29. ML-4 seat kits	A/R	One per crewmember
30. Parachutes, back	A/R	One per crewmember
31. Parachutes, chest with harness	A/R	As required.
32. Passenger oxygen kit (POK)	3	Flight deck.
33. Protective clothing kit	A/R	As required.
34. Pry bar(s)	A/R	As required.
35. Ramp air deflectors	2	Installed on cargo ramp (as required).
36. Refrigerator	1	Stowed FS 427 when installed.
37. Restraint harness	* 5	One on the flight deck, four in the cargo compartment stowed as loose equipment.
38. Rings, tiedown 25,000 lb	2	Cargo door stowage bin #4.
39. MA-1 kit lights	3 per kit	Cargo door stowage bin #2.
40. Snatch blocks, winching (13,000 lb)	2	As required.
41. Survival vests	A/R	As required
42. Trash can	1	As required
43. Water container (Igloo)	1	As required.
44. Winch, cargo handling	1	As required.

NOTE: Operational mission pyrotechnics will be recorded on AFTO Form 781E IAW T.O.00-20-5. The 781E will be placed in the aerospace vehicle flight report and maintenance document, AFTO Form 781F (Aircraft Forms Binder).

NOTE: Operational mission pyrotechnics will not be used for training. After the initial pyrotechnic load has been placed aboard the aircraft or pyrotechnic used during an operational mission has been replaced, the doors and sidewall racks for pyrotechnics will be closed and secured with safety wire and sealed. Sidewall racks for pyrotechnics may be sealed or secured with copper safety wire and lead seal or suitable substitute. 58 SOW will comply with this paragraph when assigned to an operational mission. Units will publish a directive outlining procedures to expedite reloading mission pyrotechnics which have been expended.

*Denotes minimum life support equipment IAW AFSOCI 11-301, *Aircrew Life Support Program* more equipment may be required if mission dictates.

Attachment 2

CARGO COMPARTMENT CONFIGURATION

A2.1. General. This attachment contains basic cargo compartment configurations for the MC-130P Aircraft. (Reference figure A2.2.)

A2.2. AE-1. This aeromedical configuration offers 16 litter spaces (high density) and a total of 7 seats. A minimum of three seats are required for medical and flight crew.
(Reference figure A2.3.)

A2.3. AE.2. This aeromedical configuration offers 2 litter spaces and total of 4 seats. A minimum of three seats are required for medical and flight crew. (Reference figure A2.4.)

A2.4. C-1. Provides 5 ½ pallet positions for loading general cargo and/or rolling stock loads. Seating is dependent on cargo load. (Reference figure A2.5.)

A2.5. C-2. Provides limited cargo compartment utilization for loading general cargo and/or rolling stock loads. Seating is dependent on cargo load. (Reference figure A2.6.)

A2.6. P-1. Provides 50 sidewall, wheel well and center aisle seats, seat belts on 20 inch centers, 48 seats offered. (Reference figure A2.7.)

A2.7. P-2. Provides 18 sidewall, wheel well seats, seat belts on 20 inch centers, 18 seats offered. (Reference figure A2.8.)

NOTE: Overwater flights are limited to the number of life rafts available. The emergency escape ladder must be installed on overwater flights, cargo permitting. Required emergency equipment must be ordered from Life Support.

A2.8. RAPID-1. Provides full utilization of cargo compartment fore rapid infil/exfil of cargo and personnel. Also provides for limited airdrop capability. (Reference figure A2.9.)

A2.9. RAPID-2. Provides limited cargo compartment utilization for rapid infil/exfil of cargo and personnel due to one installed Fuselage Tank. Also provides for limited airdrop capability.
(Reference figure A2.10.)

A2.10. RAPID-3. Provides limited cargo compartment utilization for rapid infil/exfil of cargo and personnel due to installed Fuselage Tanks. Also provides for limited airdrop capability. (Reference figure A2.11.)

A2.11. TAC-1. Provides for combination airdrops of 2 CDS, or RAMZ bundles in a single stick configuration with paratroopers. Available seating dependent on number and size bundles.
(Reference figure A2.12.)

A2.12. TAC-2/2A**.** Provides maximum utilization for combination airdrops using cargo ramp and door. Maximum of 4 CDS bundles in single stick configuration, not to exceed 5,000 lbs total weight. 15 troop seats, seat belts on 20 inch centers, 14 seats offered. (Reference figure A2.13.)

A2.13. TAC-3. Provides for combination airdrops of 2 CDS bundles, or RAMZ bundles in a single stick configuration with paratroopers. Seating availability dependent on number and size of bundles. (Reference figure A2.14.)

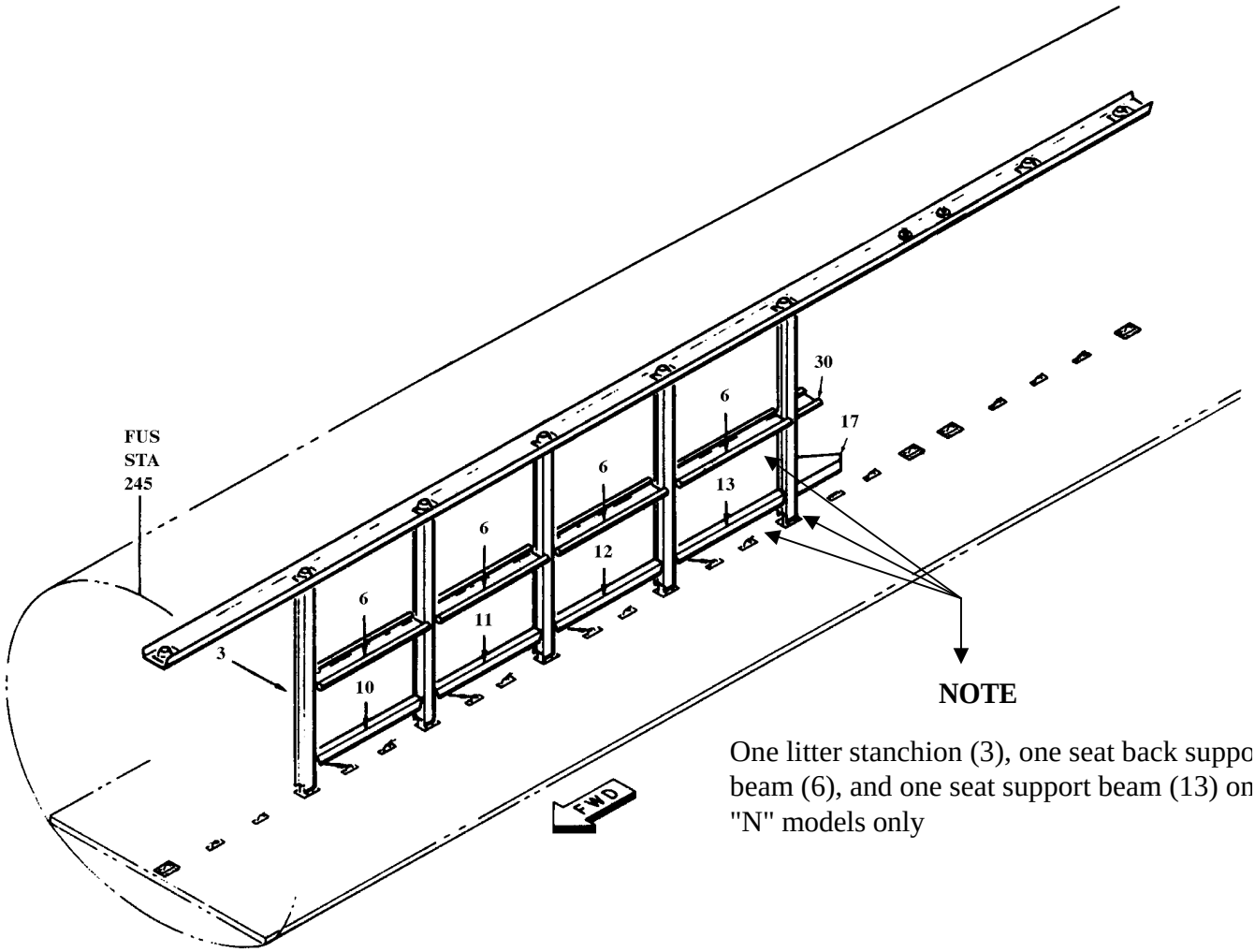
A2.14. TAP-1/1A. Provides for 18 troop seats, seat belts on 20 inch centers, 17 troop seats offered. TAP-1 will be used for paratroop doors only. TAP-1A will be used for cargo ramp and door only. (Reference figure A2.15.)

A2.15. TAP-2. Provides for 10 troop seats, seat belts on 20 inch centers, 9 troop seats offered. TAP-2 will be used for paratroop door airdrops only. (Reference figure A2.16.)

A2.16. TAP-3/3A. Provides for 26 troop seats, seat belts on 20 inch centers, 25 troop seats offered. TAP-3 will be used for paratroop door airdrops only. TAP-3A will be used for airdrop out the cargo ramp and door. (Reference figure A2.17.)

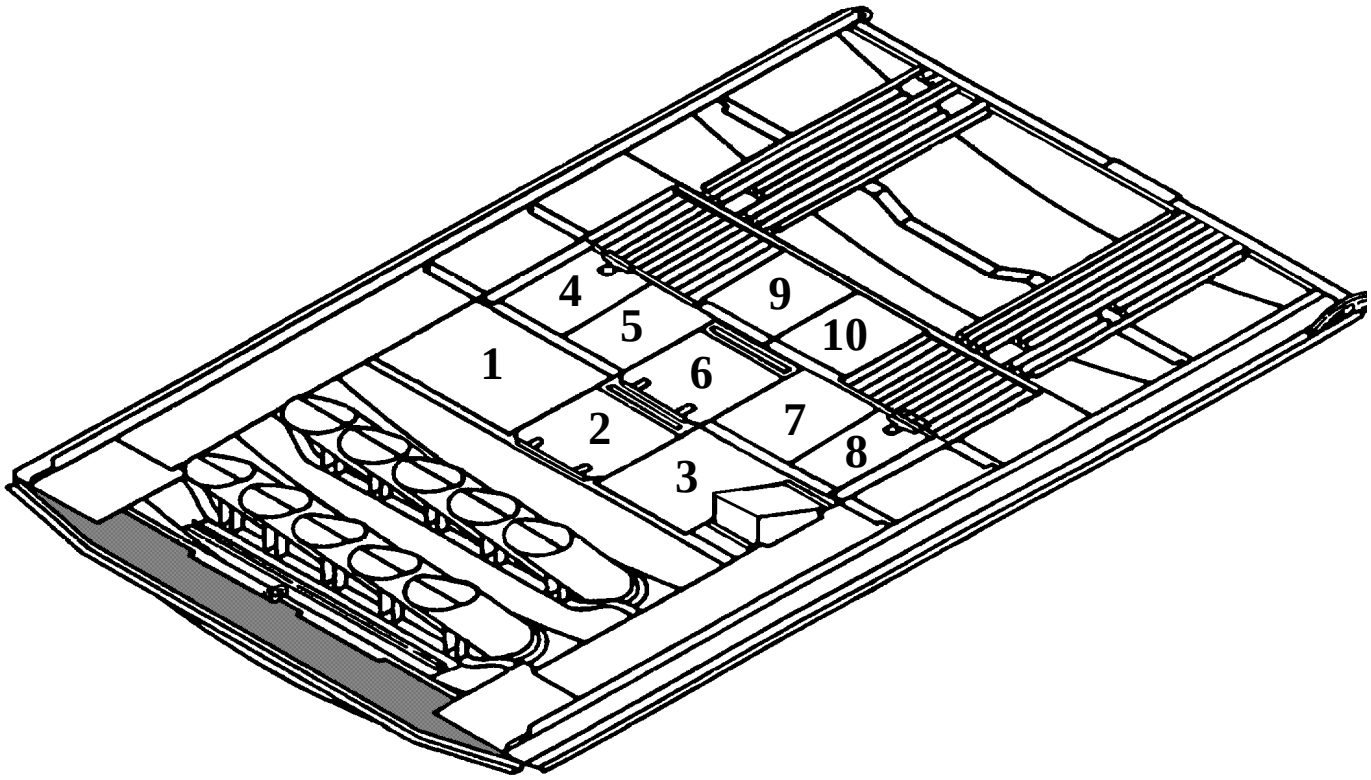
A2.17. LP-1. Provides the basic configuration for leaflet missions. All roller conveyors in normal pallet carrying position. Center anchor cable supports (A frame) installed. The right anchor cable will be reinstalled to the inboard U-bolt, BH 245, center anchor cable support (A frame) outboard cable guide, aft anchor cable support arm outboard U-bolt. 15 troop seats, seat belts on 20 inch centers, 13 troop seats offered. (Reference figure A2.18.)

Figure A2.1. CENTER AISLE SEAT CONFIGURATION.



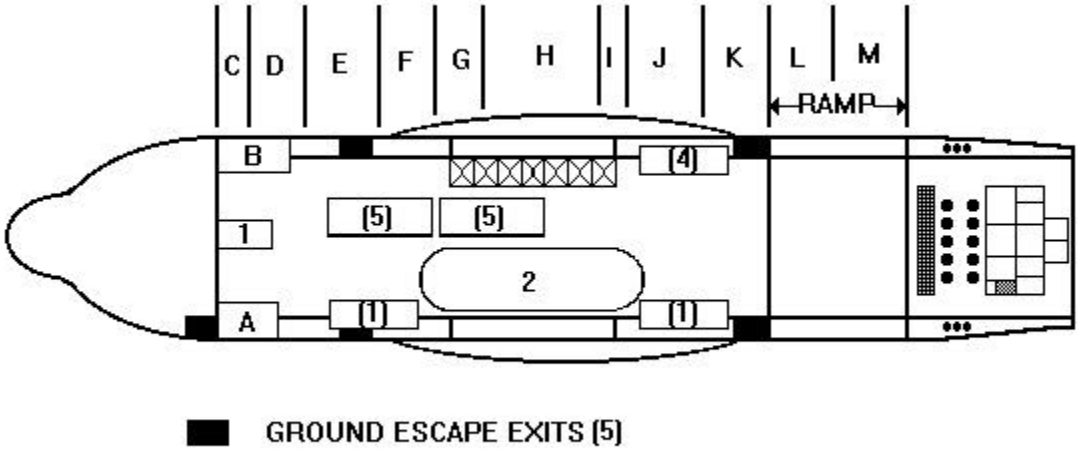
3. Seat and litter stanchion (8)
4. Seat and litter stanchion ladder
5. Through 8. Seat back support beam (8)
9. Through 16. Seat support beam (8)
17. Seat support beam extension (A/C 57-525 and up)
30. Seat back support assembly

Figure A2.2. Cargo Door Storage.



1. Storage Bin - 1 MK-6, 3 MK-25, 12 sea dye, and 1 MK-6 spacer.
2. Storage Bin - Lug-all, drop kit, 2 carabinas, MA-1 lights, and engineer tool bag.
3. Storage Bin - Blackout kit.
4. Storage Bin - 2 each 25,000 lb chains, and devices.
5. Storage Bin - 54” static line retriever cable extension, and 10 - 10,000 lb straps.
6. Storage Bin - 5000 lb tiedown straps.
7. Stowage Bin - NVG curtain and cargo door down locks.
8. Stowage Bin - Misc.
9. Stowage Bin - Misc.
10. Stowage Bin - Misc.

Figure A2.3. AE-1 (Aeromedical).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank

1. This configuration provides 16 litter spaces (high density) and total of 7 seats. A minimum of three seats are required for medical personnel.
2. The number in parentheses in the litter spaces indicates maximum number of litters per tier.
3. Three (3) extra oxygen bottles will be available for medical personnel.
4. Remove right Fuselage tank and catwalk.

NOTE: Aft center litter tier cannot be utilized on HC-130N models only.

NOTE: When both fuselage tanks are removed litter space increases by 16, for a total of 32 (high density). On HC-130N models litter space increases by 11 for a total of 22 (high density).

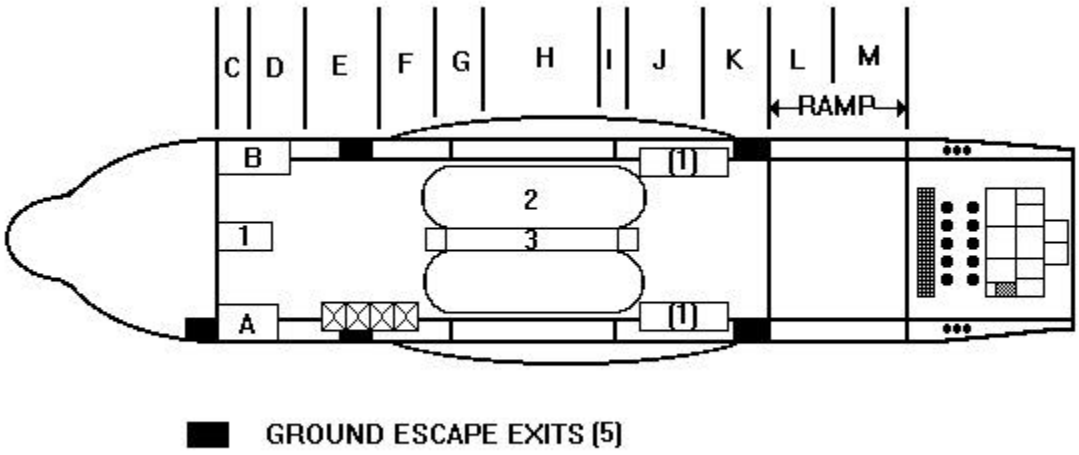
NOTE: Cargo may be loaded with concurrence of medical crew director.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Blackout Kit

*As required by mission directives.

Figure A2.4. AE-2 (Aeromedical).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tanks
3 - Catwalk/steps

1. This configuration provides 2 litter spaces and a total of 4 seats. A minimum of three seats are required for medical personnel.
2. The number in parentheses in the litter spaces indicates the maximum number of litters per tier.
3. Three (3) extra oxygen bottles will be available for medical personnel.

NOTE: Cargo may be loaded with concurrence of the medical crew director.

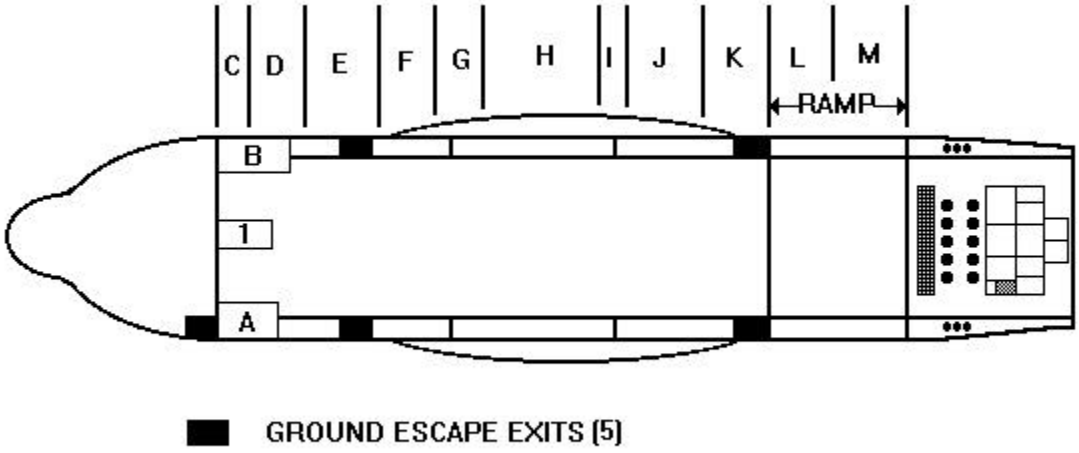
NOTE: If more litters are to be loaded, utilize cargo floor and secure litters IAW AFSOCI 11-202.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Blackout Kit

*As required by mission directives.

Figure A2.5. C-1 (Cargo).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table

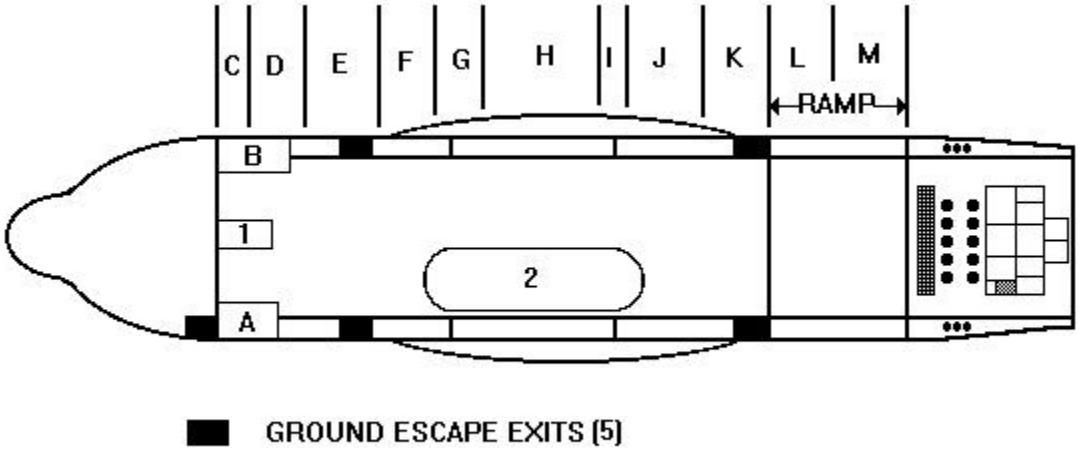
1. Provides maximum utilization of cargo compartment for rolling stock or other floor loaded cargo.
2. Remove Fuselage tanks and catwalk.
3. Remove and stow jump platforms as required.
4. Remove and stow A-frames and tubular support braces as required.
5. Seating availability dependent on type and size of cargo loaded.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Cargo Winch and Power Cable
*Ramp Support
*MA-1 Pry Bar

*As required by mission directives.

Figure A2.6. C-2 (Cargo).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank

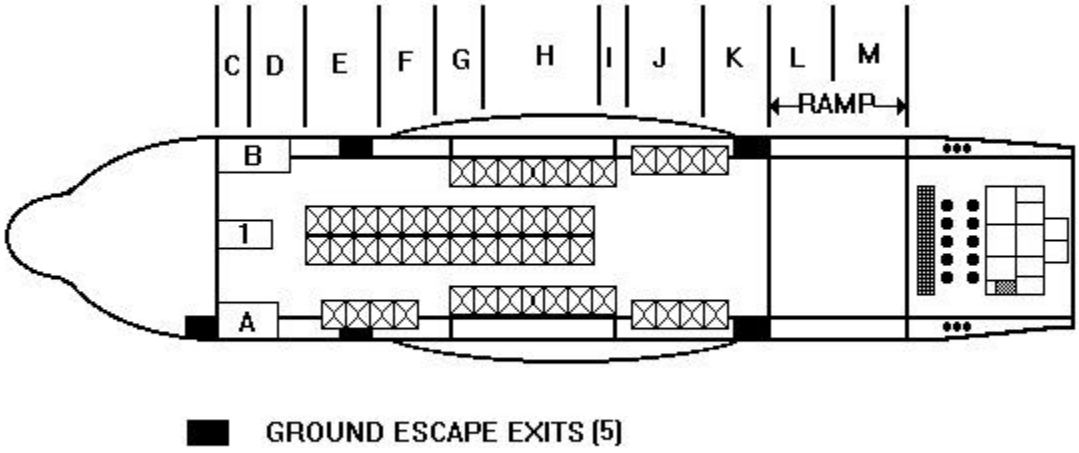
1. Provides cargo compartment utilization for cargo.
2. Remove right Fuselage tank.
3. Remove and stow A-frames and tubular support braces as required.
4. Remove and stow jump platforms as required.
5. Seating availability dependent on type and size of cargo loaded.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Cargo Winch and Power Cable
*Ramp Support
*MA-1 Pry Bar

*As required by mission directives.

Figure A2.7. P-1 (PAX).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table

1. 50 sidewall, wheel well, and center aisle seats, seat belts on 20 inch centers, 49 seats offered.

NOTE: Overwater flights are limited to a maximum of 40 total personnel, including crew.

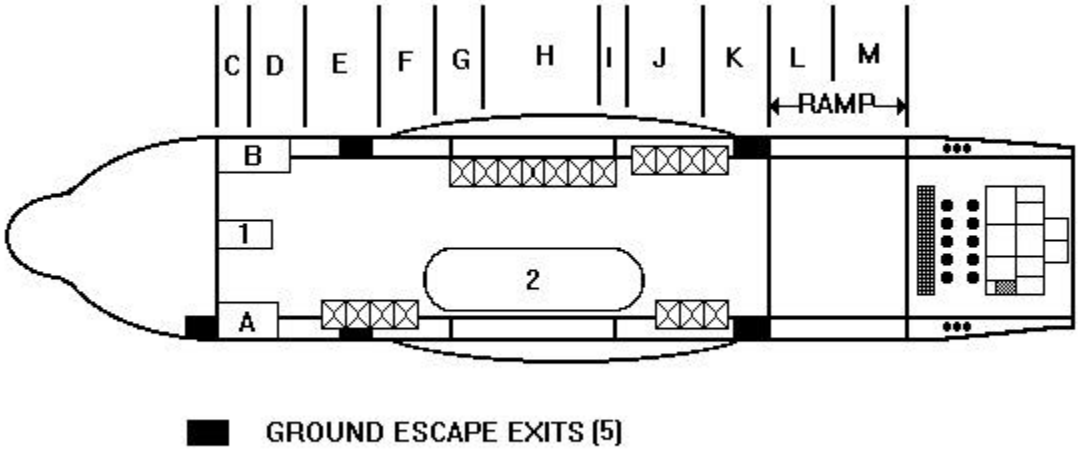
2. Remove and stow A-frames and tubular support braces as required.
3. Remove and stow jump platforms as required.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Cargo Winch and Power Cable
*Ramp Support
*MA-1 Pry Bar

*As required by mission directives.

Figure A2.8. P-2 (PAX).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank

1. 18 sidewall, wheel well seats, seat belts on 20 inch centers, 18 seats offered.

NOTE: If cargo is loaded depending on type/size or if aircraft is configured with 2 Fuselage tanks, number of seats available is reduced.

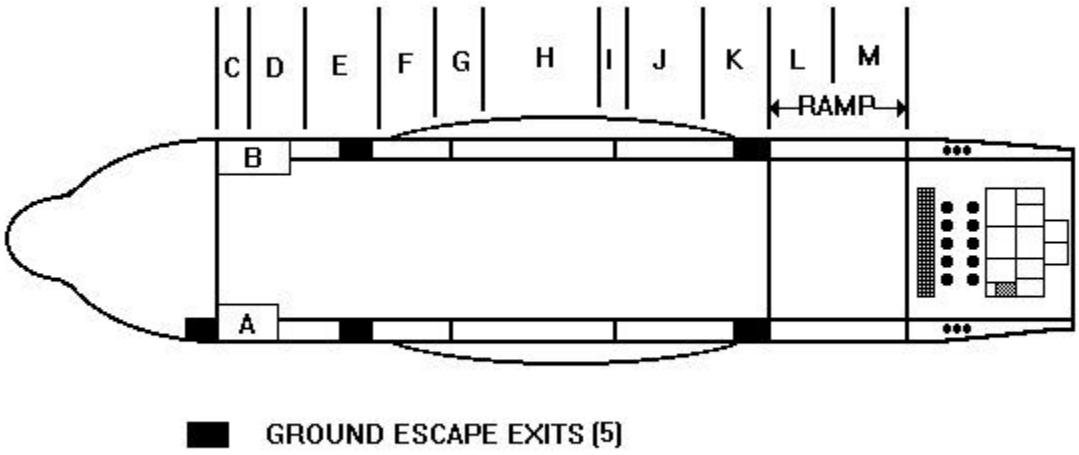
2. Remove right Fuselage tank and catwalk.
3. Remove and stow A-frames and tubular support braces as required.
4. Remove and stow jump platforms as required.
5. Seating availability dependent on type and size of cargo loaded.

EXTRA EQUIPMENT

*Ground Loading Ramps (2)
*Cargo Winch and Power Cable
*Ramp Support
*MA-1 Pry Bar

*As required by mission directives.

Figure A2.9. RAPID-1 (INFIL/EXFIL/NEO).



A - Loadmaster seat
B - Radio operator seat

1. Provides maximum cargo compartment utilization for Rapid infil/exfil/NEO of cargo and personnel.

NOTE: Two ramp roller conveyor sections are required for airdrop of ramp bundle.

2. Remove Fuselage tanks and catwalk.
3. Stow plotters table in the up position and remove refrigerator.
4. Remove all stowed and installed seats.
5. Remove ramp air deflectors.
6. Remove and stow jump platforms.
7. Remove and stow A-frames and tubular support braces.

NOTE: Total weight and moment removed:

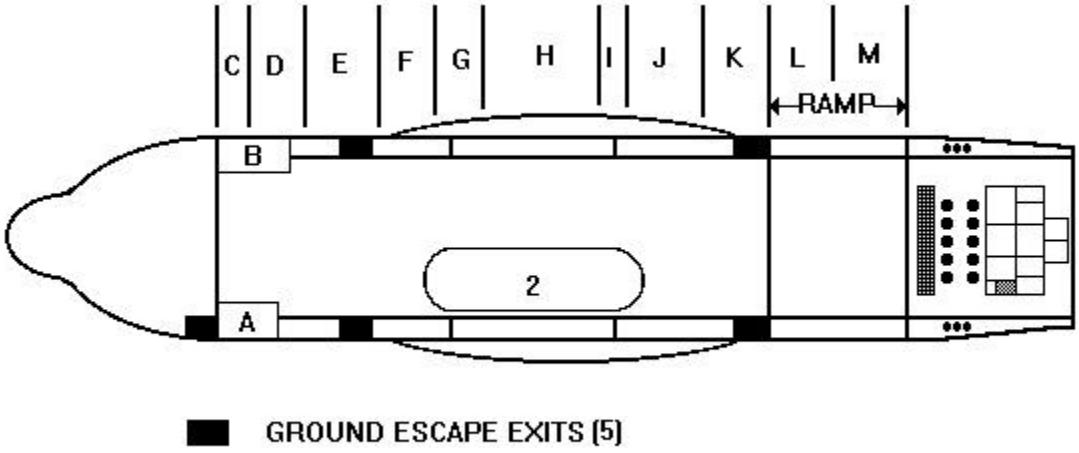
Weight	&	Moment
1799		976
1719		911 w/2#16 roller conveyors

NOTE: Remove the above weight and moment from the aircraft's basic weight and moment taken from the last entry in the Chart C. Annotate the new weight and moment in block 1 of DD Form 365-4 (Form F). Any Extra Equipment must have its weight and moment added to DD Form 365-4 (Form F).

EXTRA EQUIPMENT
*Canary Slide Ramps (1 set)
*Generation IV Ground Loading Ramps (4)
*Blackout Kit
*Cargo Winch and Power Cable
*Roller Conveyors

*As required by mission directives.

Figure A2.10. RAPID-2 (INFIL/EXFIL/NEO).



1. Provides limited cargo compartment utilization for Rapid infil/exfil/NEO of cargo and personnel.

NOTE: Two roller conveyor sections 16's are required for airdrop of ramp bundle.

2. Remove right Fuselage tank and catwalk.
3. Stow plotters table in the up position.
4. Remove all stowed and installed seats.
5. Remove ramp air deflectors.
6. Remove and stow jump platforms.
7. Remove and stow A-frames and tubular support braces.
8. Remove refrigerator.

NOTE: Total weight and moment removed:

Weight	&	Moment
956		566
876		502 w/2#16 roller conveyors

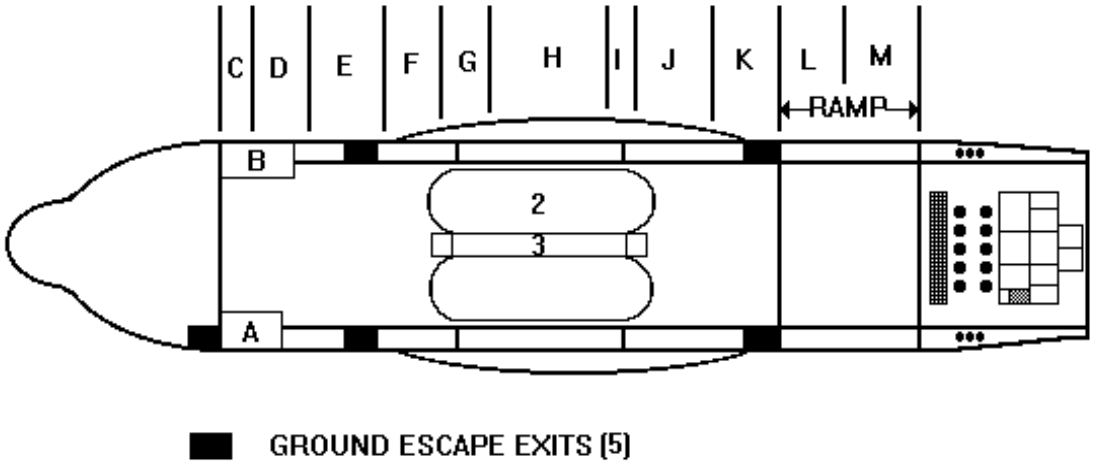
NOTE: Remove the above weight and moment from the aircraft's basic weight and moment taken from the last entry in the Chart C. Annotate the new weight and moment in block 1 of DD Form 365-4 (Form F). Any Extra Equipment must have its weight and moment added to DD Form 365-4 (Form F).

EXTRA EQUIPMENT

*Canary Slide Ramps (1 set)
*Generation IV Ground Loading Ramps (5)
*Blackout Kit
*Cargo Winch and Power Cable
*Roller Conveyors

*As required by mission directives.

Figure A2.11. RAPID-3 (INFIL/EXFIL).



A - Loadmaster seat
B - Radio operator seat
2 - Fuselage tank
3 - Catwalk/steps

1. Provides limited cargo compartment utilization for Rapid infil/exfil of cargo and personnel due to installed Fuselage tanks.

NOTE: Two ramp roller conveyor sections are required for airdrop of ramp bundle.

2. Stow plotters table in the up position and remove refrigerator..
3. Remove all stowed and installed seats.
4. Remove ramp air deflectors.
5. Remove and stow jump platforms.
6. Remove and stow A-frames and tubular support braces.

NOTE: Total weight and moment removed:

Weight	&	Moment	
273		156	
193		92	w/2#16 roller conveyors

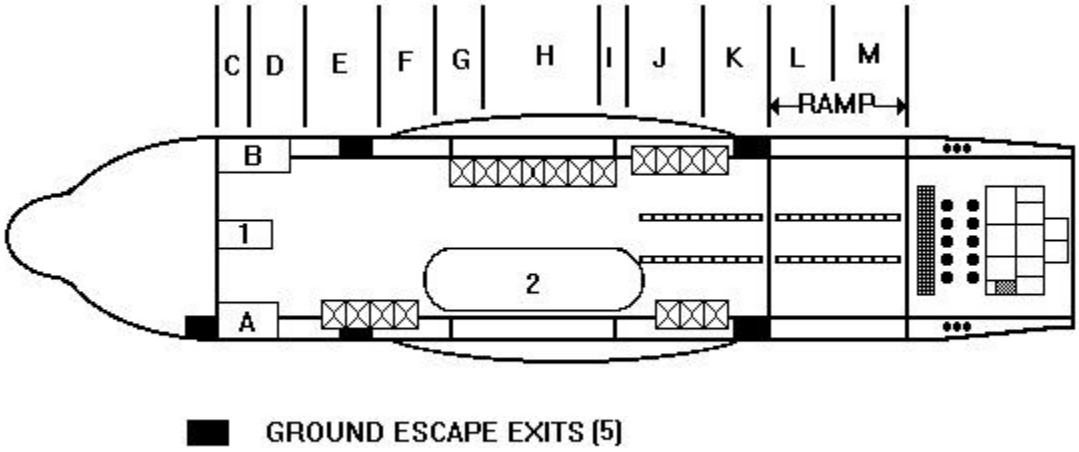
NOTE: Remove the above weight and moment from the aircraft's basic weight and moment taken from the last entry in the Chart C. Annotate the new weight and moment in block 1 of DD Form 365-4 (Form F). Any Extra Equipment must have its weight and moment added to DD Form 365-4 (Form F).

EXTRA EQUIPMENT

*Canary Slide Ramps (1 set)
*Generation IV Ground Loading Ramps (4)
*Blackout Kit
*Cargo Winch and Power Cable
*Roller Conveyors

*As required by mission directives.

Figure A2.12. TAC-1 (CDS/RAMZ Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank

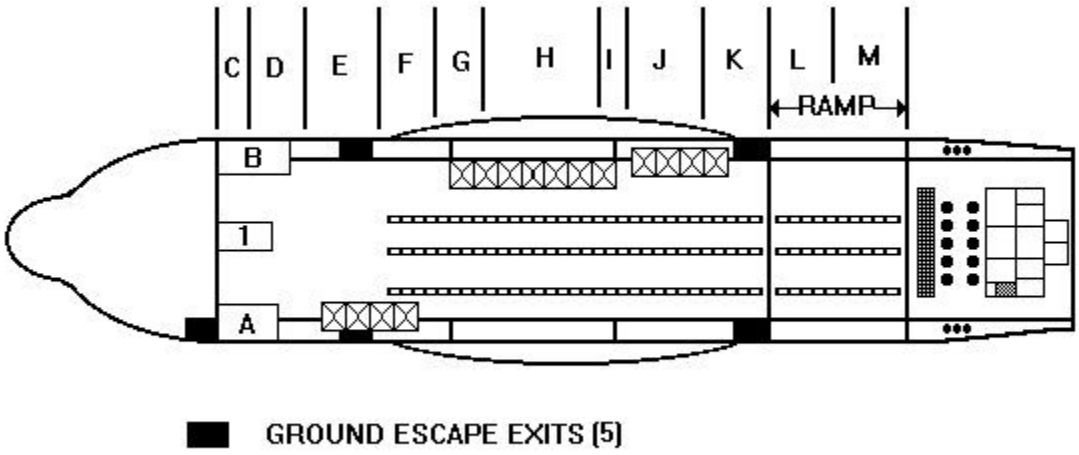
1. Provides for combination airdrops using the ramp and door. Two CDS bundles rigged in single stick configuration or up to 3 RAMZ bundles. Seating availability dependent on number of bundles.
2. Remove and stow A-frames and tubular support braces as required.
3. Remove and stow jump platforms as required.
4. Install static line retriever (right side) as required.
5. Install anchor cable (long) as required.
6. Install 54" static line retriever cable extension to retriever cable as required.
7. Install roller conveyors.

EXTRA EQUIPMENT

*Anchor Cable, Long (1)
*Blackout Kit
*Ramp Support
*Roller conveyors
*Static line Retriever (1)
*CDS Rigging Kit
*54" Static Line Retriever Cable Extension (1)

*As required by mission directives.

Figure A2.13. TAC-2 (SINGLE/STACKED CRRC/RAMZ/CDS Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table

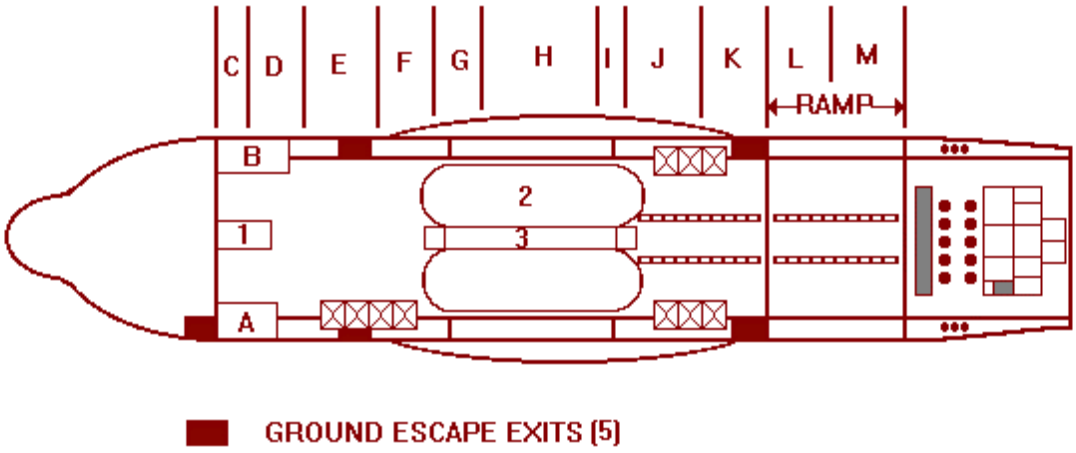
1. Provides maximum utilization for combination airdrops using the ramp and door. Maximum of four CDS bundles rigged in single stick configuration, not to exceed 5000 lbs, or 3500 lbs if static line personnel follow. 15 seats, seat belts on 20 inch centers, 14 seats offered.
2. Remove and stow A-frames and tubular support braces.
3. Remove and stow jump platforms.
4. Install static line retriever (right side).
5. Install anchor cable (long).
6. Install 54" static line retriever cable extension to retriever cable.
7. Install roller conveyors.

EXTRA EQUIPMENT

*Anchor Cable, Long (1)
*Blackout Kit
*Ramp Support
*Roller conveyors
*Static line Retriever (1)
*CDS Rigging Kit
*54" Static Line Retriever Cable Extension (1)

*As required by mission directives.

Figure A2.14. TAC-3 (CDS/RAMZ Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank
3 - Catwalk/steps

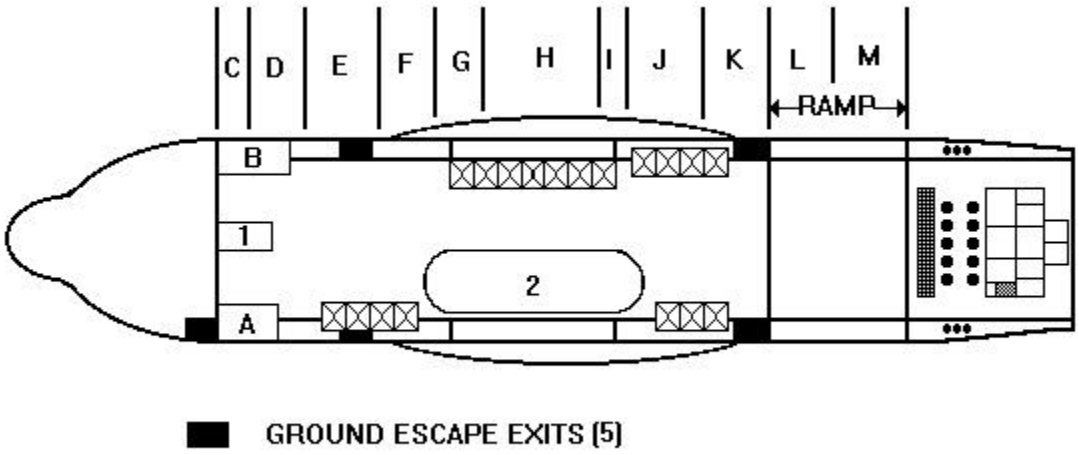
1. Provides for combination airdrops to include 2 CDS bundles rigged in single stick configuration or up to 3 RAMZ bundles. Seating availability dependent on number of bundles.
2. Install roller conveyors.
3. Remove and stow A-frames and tubular support braces as required.
4. Remove and stow jump platforms as required.
5. Remove tech order cabinet.

EXTRA EQUIPMENT

*Blackout Kit
*Ramp Support
*Roller Conveyors

*As required by mission directives.

Figure A2.15. TAP-1/1A (Personnel Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank

1. 18 troop seats, seat belts on 20 inch centers, 17 troop seats offered. This configuration is for inflight rigging of parachutes (long range missions).
2. Install A-frames and tubular support braces.
3. Install jump platforms.
4. Remove right Fuselage tank.

NOTE: Items 1 thru 4 apply to TAP-1, troop doors only. Items 4 thru 9 apply to TAP-1A, ramp and door only.

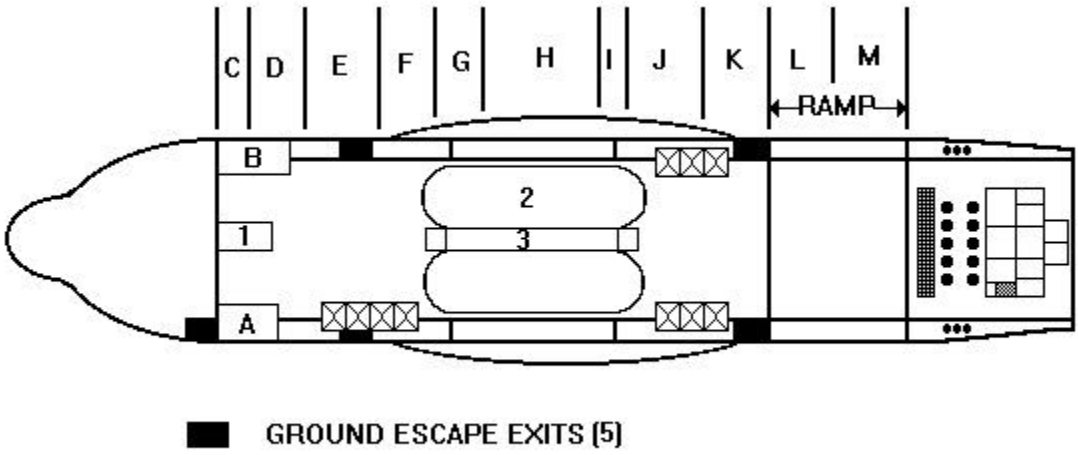
5. Remove and stow A-frames and tubular support braces.
6. Remove and stow jump platforms.
7. Install static line retriever (right side).
8. Install 54" static line retriever cable extension to retriever cable.

EXTRA EQUIPMENT

*Anchor Cable, Long (1)
*Blackout Kit
*Static line Retriever (1)
*54" Static Line Retriever Cable Extension (1)

*As required by mission directives.

Figure A2.16. TAP-2 (Personnel Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table
2 - Fuselage tank
3 - Catwalk/steps

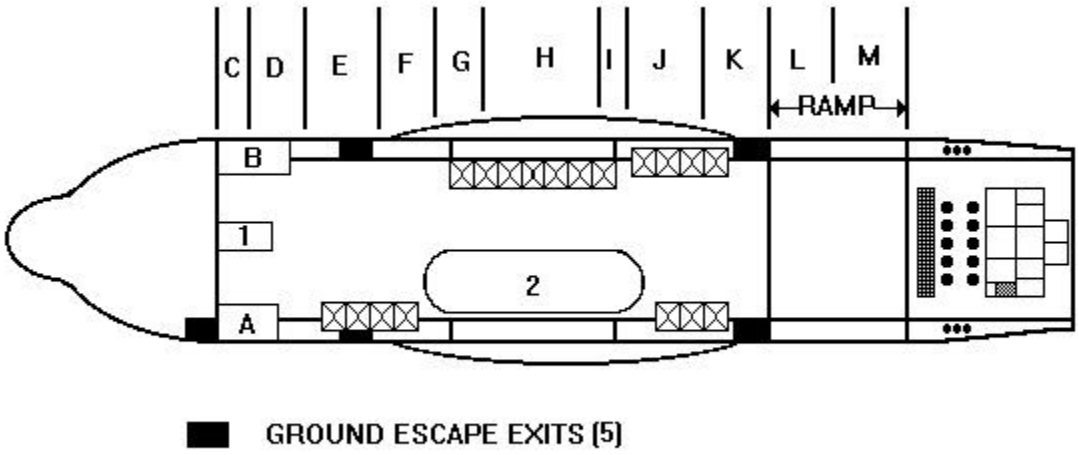
1. Provides for personnel airdrops utilizing troop doors only. 10 seats, seat belts on 20 inch centers, 9 seats offered.
2. Install A-frames and tubular support braces.
3. Install jump platforms.

EXTRA EQUIPMENT

*Blackout Kit

*As required by mission directives.

Figure A2.17. TAP-3/3A (Personnel Airdrop).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table

1. 26 troop seats, seat belts on 20 inch centers, 25 troop seats offered. This configuration is for inflight rigging of parachutes (long range missions).
2. Install A-frames and tubular support braces.
3. Install jump platforms.
4. Remove right Fuselage tank.

NOTE: Items 1 thru 4 apply to TAP-3, troop doors only. Items 4 thru 9 apply to TAP-3A, ramp and door only.

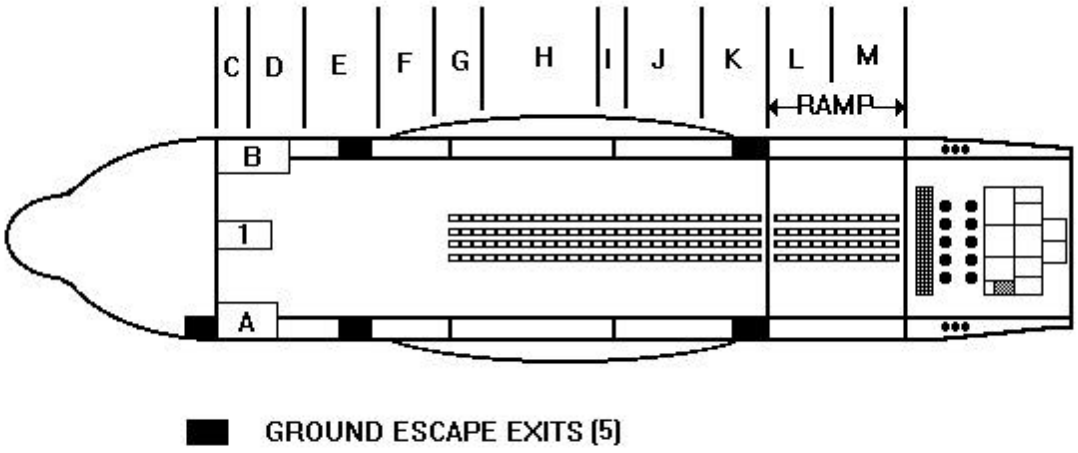
5. Remove and stow A-frames and tubular support braces.
6. Remove and stow jump platforms.
7. Install static line retriever (right side).
8. Install 54" static line retriever cable extension to retriever cable.

EXTRA EQUIPMENT

*Anchor Cable, Long (1)
*Blackout Kit
*Static line Retriever (1)
*54" Static Line Retriever Cable Extension (1)

*As required by mission directives.

Figure A2.18. LP-1 (PSYOPS).



A - Loadmaster seat
B - Radio operator seat
1 - Plotter table

1. Seating availability dependent on Fuselage tank configuration, number of boxes and personnel required.
2. Roller conveyors not used will be stowed.
3. Center anchor cable support rigged.

NOTE: A portable oxygen console with a minimum of six regulators may be required. Each regulator will have a 24 foot oxygen hose with clip. The MC-130P cargo floor is not modified for rollers in this configuration. Sound judgement should be used when employing this configuration.

EXTRA EQUIPMENT

*Blackout Kit

*As required by mission directives.

Attachment 3

STANDARD WEIGHTS

A3.1. Item	**Weight/lbs**
Crew	200 lbs
Pax (without bags)	175 lbs
Litter (includes everything except baggage)	195 lbs
Ambulatory (without bags)	160 lbs
Pax baggage	66 lbs

Ground troop with web gear and weapon or ground troop with carry-on baggage:

Training	210 lbs
Combat	240 lbs

Ground troop with web gear, weapon, and ruck sack or ground troop with combat equipment/tools:

Training	250 lbs
Combat	300 lbs

Ground troop with duffel bag, web gear, weapon, and ruck sack or ground troop with duffel bag and combat equipment/tools:

Training	350 lbs
Combat	400 lbs

Parachutist with web gear, weapon, and ruck sack:

Training	300 lbs
Combat	350 lbs

Parachutist, Hollywood - no weapon or equipment: 220 lbs

Ruck sack weights:	
Training	40 lbs
Combat	80 lbs

NOTE: Standard weights for passengers are for loadmaster planning purposes only.

A3.2. Tiedown equipment	**Weight**
Strap CGU-1/B (5000 lb)	4 lbs
Strap (10000 lb)	4 lbs

MB-1 chain/CGU-4/E	7 lbs
MB-1 devices/CGU-4/E	3.5 lbs
MB-2 chain/CGU-3/E	20 lbs
MB-2 devices/CGU-3/E	6 lbs
Pallet (HCU-6/E)	290 lbs
Pallet nets (1 set)	65 lbs

A3.3. Additional equipment

Adult/child life vest	1.5 lbs
Aircraft chocks	52 lbs
Anti-exposure suits	6 lbs
Aramid gloves	2 lbs
Aux ground loading ramp	80 lbs
Canary slide ramps (set)	495 lbs
CDS rigging kit	20 lbs
Emergency escape breathing device (EEBD)	5 lbs
Emergency radio	2 lbs
Hot cup	3 lbs
Hydraulic fluid (case)	52 lbs
Ladder, maintenance	42 lbs
Life raft (20 member)	180 lbs
Liquid container w/o contents (2 gal)	9 lbs
Liquid container w/contents (2 gal)	25 lbs
Litter, wooden/canvas	14 lbs
LPU-L/P life vest	4 lbs
LPU-5/P life vest	4 lbs
LPU-6/P life vest (infant cot)	4 lbs
MA-1 Kit	232 lbs
MB-1 life vest (casualty)	4 lbs
Marker Location Marine MK 25, Mod 3	3.75 lbs
Marker Location Marine MK 1, Mod 2 & 3	3.75 lbs
Marker Location Marine Dye M59	1.4 lbs
MD-1 life vest (childs)	3 lbs
ML-4 seat kit	21 lbs
Oil (case)	52 lbs
Oxygen bottle, portable with harness	6 lbs
Oxygen console, HALO	100 lbs
Parachute (back)	32 lbs
Parachute (chest)	16 lbs
Parachute (chest harness)	13 lbs
Parachute Flares (LUU-2/B, LUU-4/B)	29/17 lbs
Passenger oxygen kit (15 in locker)	30 lbs
Additional equipment (continued)	**Weight**

Protective clothing kit	40 lbs
Pry bar	49 lbs
Quick don mask	2.5 lbs
Ramp air deflectors (set) MC-l30H/P	81 lbs
Ramp support (wooden)	50 lbs
Restraint harness w/safety strap	9 lbs
Seat, side facing (1 person)	3.5 lbs
Seat, side facing (2 person)	7 lbs
Seat support lower	21 lbs
Seat support upper	11 lbs
Smoke & Illumination Signal MK 6,	16 lbs
Smoke mask	3 lbs
Snatch block (PN 7320110-3)	8 lbs
Stanchion, seat/litter	30 lbs
Survival vest	9 lbs
Water, container (2 gal small Igloo w/contents)	25 lbs
Water, container (5 gal large Igloo w/contents)	50 lbs
Winch, cargo, HCU-9A	290 lbs
Winch, cargo, Hoover	249 lbs
Winch, cargo, Bulldog 41B	196 lbs
Winch, cargo, Bulldog 4lBG	157 lbs
Winch, power cable	48 lbs

A3.4. Forward Area Refueling Point (FARP) Equipment (Positioned on ramp for use)

Item	**Weight**
Hose, 100 ft	70 lbs
Hose, 10 ft	20 lbs
X or T fitting	5 lbs
All nozzles	5 lbs
Halon fire extinguisher	37 lbs
50 GPM Pump	40 lbs
*****Fam Cart	2350 lbs
Squeegee	5 lbs
5 gallon water can (full)	40 lbs
220 ft interphone cord	16 lbs
3 point system total	1100 lbs
2 point system total	800 lbs
1 point system total	450 lbs

***** Fam Cart weight includes: hoses, fittings, nozzles, extinguishers, squeegees, 5 gallon water cans, and 220 ft interphone cord.

A3.5. Intermediate Roller Conveyor Sections:

Section	**Number**	**Weight**	**Total**
9 & 10	2ea	35 lbs (ea)	140 lbs
11 & 12	1ea	34 lbs (ea)	68 lbs
13	4	28 lbs (ea)	112 lbs
14	6	23.5 lbs (ea)	141 lbs
15 & 16	2ea	40 lbs (ea)	160 lbs
		Grand total	**621 lbs**

Attachment 4

LIMITING WING FUEL

A4.1. These tables may be used to determine maximum limiting wing fuel ACL for a given fuel load when in primary/secondary fuel management. Fuel weights are expressed in thousands. For fuel weights between chart weights, go to nearest fuel weight to determine base weight.

NOTE: This chart may be used under normal operations. If for any reason the aircraft is restricted, the appropriate charts in T.O.1C-130(M)P-1, Section V, must be used to determine ACL.

A4.2. Both takeoff and landing conditions must be calculated. The most restrictive will be placed on the Form F.

PRIMARY FUEL:

TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT	TOTAL FUEL	BASE WEIGHT
8	125	30	125	52	103
9	125.5	31	124	53	102
10	126	32	123	54	101
11	126.5	33	122	55	100
12	127	34	121	56	99
13	127.5	35	120	57	98
14	128	36	119	58	97
15	128	37	118	59	96
16	128.5	38	117	60	95
17	129	39	116	61	94
18	129	40	115	62	93
19	129.5	41	114	63	92
20	130	42	113	64	91
21	130	43	112	65	90
22	130	44	111	66	89
23	130	45	110	67	88
24	130	46	109	68	87
25	130	47	108	69	86
26	129	48	107	70	85
27	128	49	106	71	84
28	127	50	105	72	83
29	126	51	104	73	82

Instructions for Primary fuel:

1. Determine total takeoff/landing wing fuel and find base weight.
2. Enter base weight on DD Form 365-4 limitations column under fuel.
3. Subtract operating weight to find ACL.

SECONDARY FUEL:

MAIN TANK FUEL (OB + IB)	BASE WEIGHT	MAIN TANK FUEL (OB + IB)	BASE WEIGHT
8	133	21	151
9	134.5	22	152
10	136	23	153
11	137.5	24	154
12	139	25	155
13	140.5	26	155
14	142	27	155
15	143	28	155
16	144.5	29	155
17	146	30	155
18	147.5	31	155
19	149	32	155
20	150	33	155

Instructions for Secondary fuel:

1. Determine main tank (OB + IB) takeoff/landing fuel and find base weight.
2. Subtract total wing fuel from base weight to find adjusted base weight.
3. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
4. Subtract operating weight to find ACL.